

THE CHINA MAIL.

To-day's Advertisements.

THE CHINA SHIPPERS MUTUAL
STEAM NAVIGATION COM-
PANY, LIMITED.

FOR SHANGHAI.

The S.S. *Shanghai*,
Capt. R. H. Mather, Com-
mander, will be despatched
for the above Ports on MONDAY, the
21st instant, at Noon.

For Freight or Passage, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, March 19, 1887. 503

NORDEUTSCHER LLOYD.

The Departure of the
Steamship
Braschewitz,
will be for M. DAY,
the 21st instant, at 5 P.M., instead
of as previously advertised.
Hours of Closing Mail, the same as in
the case of the British Packet.

MELCHERS & Co.,
Agents.

Hongkong, March 19, 1887. 501

THE GIBB LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, and taking
through cargo for BRISBANE,
ADELAIDE, TASMANIA, NEW
ZEALAND, &c.)

The British Steamer
Sikh,
Capt. Scotland, having
arrived with cargo from
JAPAN, will be despatched at 5 p.m.
on MONDAY, the 21st instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, March 19, 1887. 497

THE BEN LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.
The British Steamer
Ben Line,
Capt. Wetherill, will be
despatched at 5 p.m. on
about the 22nd instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, March 19, 1887. 507

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND
CALCUTTA.

The S.S. *Indo-China*,
Capt. Datta, will be
despatched at 5 p.m. on
SATURDAY, the 26th instant, at 3 p.m.

This Steamer has superior first-class
Accommodation, especially constructed
to meet the requirements of tropical climates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, March 19, 1887. 498

NETHERLANDS INDIA STEAM

NAVIGATION COMPANY, LIMITED.
FOR BATAVIA, SAMARANG AND
SOERABAYA, VIA SAIGON
AND SINGAPORE.

The S.S. *Netherlands*,
Capt. Witzens, will be
despatched at 5 p.m. on
about the 26th instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, March 19, 1887. 499

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. CLAMORGANSHIRE, FROM
HAMBURG, ANTWERP, LONDON,
PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby in-
formed that all Goods, with the excep-
tion of Opium, are being landed at their
respective Godowns at Kowloon, whence and
from the Wharves delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before 4 p.m.
To-day.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining in the Godowns will be
subject to rent at the rate of one cent per
package per day.

All Claims against the Steamer must be
presented to the Underwriter on or before
the 25th instant, or they will not be re-
cognized.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, March 19, 1887. 500

THE CHINA SHIPPERS MUTUAL

STEAM NAVIGATION COM-
PANY, LIMITED.
NOTICE TO CONSIGNEES.
FROM LONDON AND SINGAPORE.

The Company's S.S. *China*, having
arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods are being landed at their re-
spective Godowns at the HONGKONG and
KOWLOON WHARVES and GODOWNS, COM-
PANY, LIMITED, at West Point, whence delivery
may be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Claims must be sent to the Office of
the Underwriter, before Noon on the 26th
instant, or they will not be recognized.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after
the 26th March will be subject to rent.
Bills of Lading will be countersigned by
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, March 19, 1887. 502

TO LET.

ROOMS in "COLLIER CHAMBERS"
No. 19, HOLLWOOD ROAD.
Apply to
DAVID SARSON, SONS & Co.,
Hongkong, March 19, 1887. 504

To-day's Advertisements.

PUBLIC AUCTION.
The Underwriter has received instructions
from H.M. NAVAL STOREKEEPER
to Sell by Public Auction, on
WEDNESDAY,
the 23rd March, 1887, at Noon, at H.M.
Naval Yard,
SUNDRY NAVAL & VICTUALLING
CONDEMNED STORES,
comprising—

Old Iron, Paper Stuffs, Canvas Bags,
Biscuits, CANNISTERS, MESS TRAYS, and
IMPLEMENTS.
&c., &c.

TERMS OF SALE.—As customary.
J. M. ARMSTRONG,
Government Auctioneer.

Hongkong, March 19, 1887. 506

FOR SALE.

PHOTOGRAPHIC APPARATUS with
CHEMICALS, all Complete, quite
New.
Apply at
OFFICE OF THIS PAPER.

Hongkong, March 19, 1887. 505

SHIPPING.

ARRIVALS.
March 19, 1887.—
Glomorganshire, British steamer, 1,845
D. Davis, London and Singapore March 12,
General.—ADAMSON, BELL & Co.

March 19—
Braschewitz, German steamer, 2,150,
Ludwig Schmidt, Shanghai March 16, Mails
and General.—MELCHERS & Co.

Spekter, British steamer, from Whampoa,
Kutchinotzu (Japan) March 14, Coal—
BOTTENFELD & Sons.

Zlatybor, British steamer, 277, J. S.
Boach, Swatow March 18, General.—DOR-
LAS STEAMSHIP CO.

Ching-wo, British steamer, 1,566, R. H.
Mather, London and Singapore March 12,
General.—ADAMSON, BELL & Co.

Cass, French steamer, 3,679, Lequarré,
Shanghai March 17, Mails and General.
MESSAGIERIES MARITIMES.

Kaisow, British steamer, 1,934, W. J.
Thompson, Saigon March 16, Rice.—AR-
NOLD, KARBURG & Co.

Quarta, German steamer, from Whampoa,
Menzel, French steamer, 1,273, C. Bence,
Yokohama March 18, Mails and General.
MESSAGIERIES MARITIMES.

Store Nordde, Danish steamer, 685, E.
Svensson, from a cruise March 13, Cable.—
G. N. T. Co.

Albany, British steamer, 1,489, Edward
Porter, Saigon March 15, Rice.—ADAMSON,
BELL & Co.

Wabster, British steamer, 1,630, A.
Webster, London and Singapore March 13,
General.—GIBB, LIVINGSTON & Co.

DEPARTURES.
March 19—
Signal, for Hoihow.

Vero, for Saigon.

Protes, for Bangkok.

Canton, for Whampoa.

Hector, for Singapore and London.

Sochoo, for Kutchinotzu.

Sochoo, for Shanghai.

Nippo, for Amoy and Tamsui.

Bornida, for Singapore and Bombay.

Polymyria, for Singapore and Hamburg.

Chi Yuen, for Swatow.

Lenny, for Shanghai.

Pangh, Balaigh, for Taiwanfoo.

OLAHARD.
Sochoo, for Hoihow and Pakhoi.

Bornida, for Singapore and Bombay.

Polymyria, for Singapore and Hamburg.

Chi Yuen, for Swatow.

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Chi Yuen, for Swatow.

Lenny, for Shanghai.

Pangh, Balaigh, for Taiwanfoo.

POST OFFICE NOTICES.

MAILS will close—

For YOKOHAMA.
Per *Glomorganshire*, at 9 a.m., on Sun-
day, the 20th inst.

For SHANGHAI.
Per *Ching-wo*, at 11.30 a.m., on Monday,
the 21st inst.

For SAIGON.
Per *Ching-wo*, at 3.30 p.m., on Monday,
the 21st inst.

For PORT DARWIN, SYDNEY & MEL-
BOURNE.
Per *Sikh*, at 4.30 p.m., on Monday,
the 21st inst., instead of as previously
notified.

For AMOY & MANILA.
Per *Zafra*, at 4.30 p.m., on Monday,
the 21st inst.

For CHEFOO & TIENTSIN.
Per *Wille*, at 5 p.m., on Monday,
the 21st inst.

For NAGASAKI, KOBE & YOKOHAMA.
Per *Lombardy*, at 5 p.m., on Wednesday,
the 23rd inst.

For STRAITS AND CALOUTTA.
Per *Taiyang*, at 2 p.m., on Saturday, the
26th inst.

MAILS BY THE GERMAN PACKET.—
The German Contract Packet *Dronowatz*,
will be despatched on MONDAY, the
21st instant, with Mails for the
United Kingdom, Europe and coun-
tries beyond, via Brindisi; to the
Straits Settlements, Batavia, Borneo,
Ceylon, India, Aden, Egypt, Malta,
Gibraltar, &c., &c.

The hour observed in closing the Mails,
&c., will be the same as in the case of
the British Packet.

Correspondence should be marked PER
GERMAN MAIL, or with the name of the
Packet.

MAILS BY THE FRENCH PACKET.—
The French Contract Packet *Oxus*
will be despatched on TUESDAY,
the 22nd March, with Mails for the
United Kingdom, Europe, and places
beyond, via Naples; to Saigon, Straits
Settlements, Batavia, Borneo, Ceylon,
Madras, Calcutta, Aden, Mauritius,
Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing
the Mails, &c.

MAILS BY THE UNITED STATES PACKET.—
The United States Mail Packet *City of*
TUESDAY, the 22nd inst., with Mails
for Japan, San Francisco, the United
States, Canada, Honolulu, Peru, &c.,
which will be closed as follows—

2.15 p.m. Registry closes, and Cor-
respondence may be posted on board
the Packet with Late Fee of 10 cents
extra Postage until the time of depar-
ture.

MAILS BY THE BRITISH PACKET.—
The British Contract Packet *Cymon*
will be despatched on TUESDAY, the
22nd March, with Mails for the United
Kingdom, Europe, and countries be-
yond, via Brindisi; to the Straits Settle-
ments, Netherlands India, Borneo,
Ceylon, India, Aden, Egypt, Malta,
and Gibraltar.

The usual hours will be observed in closing
the Mails, &c.

BOOTS OF CLOTHING.

THE ENGLISH MAIL.

The following hours are observed in closing
Mails, &c., by the British Contract
Packet.

Day of Departure.

Noon.—Money Order Office closes.

2 p.m.—Registry of Letters closes.

Posting of all printed matter and
passenger baggage.

3 p.m.—Mail closed, except for Late
Letters.

3.10 p.m.—Letters may be posted with
Late Fee of 10 cents until the time of
departure.

3.30 p.m.—When the Post Office closes
entirely.

3.40 p.m.—Late Letters may be posted
on board the packet with Late
Fee of 10 cents until the time of
departure.

Exchange.

HONGKONG, March 18.

On London, ... 3/14

Bank, ... 3/14

On demand, ... 3/14

30 days' sight, ... 3/14

4 months' sight, ... 3/14

Oreidris, 4 ... 3/14

Documentary, 1 month's sight, ... 3/14

On Paris, ... 3/97

On demand, ... 3/97

Oreidris, 4 months' sight, ... 4/07

On New York, ... 76

On demand, ... 76

Oreidris, 60 days' sight, ... 76

On Bombay, ... 218

On demand, ... 218

Oreidris, 4 months' sight, ... 218

On Calcutta, ... 218

On demand, ... 218

Oreidris, 4 months' sight, ... 218

On Shanghai, ... 71

On demand, ... 71

Oreidris, 30 days' sight, ... 71

Gold Leaf, 100 fine, ... 80.30

Sovereigns, ... 80.30

General Memoranda.

TUESDAY, March 22.—

3.30 p.m.—Meeting of Shareholders of
The China and Manilla Steamship Co.,
Ltd., at the General Managers' office,
Goods per *Glomorganshire* delivered after this
date subject to rent.

WEDNESDAY, March 23.—

Noon.—Auction of Stores, &c., at H.M.
Naval Yard.

Goods per *Plintshire* undelivered after
this date subject to rent.

THURSDAY, March 24.—

Noon.—Meeting of Shareholders of The
China Insurance Company, Limited,
at the Head Office.

Noon.—Meeting of Shareholders of the
China Sugar Refining Co., Ltd., at the
General Agents' office.

Goods per *Lombardy* undelivered after this
date subject to rent.

FRIDAY, March 25.—

5 p.m.—Auction of Machinery, &c., at
H.K. Steam Laundry Co.'s premises.

Goods per *Glomorganshire* undelivered after
this date subject to rent.

SATURDAY, March 26.—

Goods per *Glomorganshire* undelivered
after this date subject to rent.

THURSDAY, March 24.—

1st.—Contributions to the Canton
Laid at Contributions to the Canton
Laid at Contributions to the Canton

Statement of Business with the Hongkong
and Whampoa Dock Co., Ltd., to be
sent in before 10 a.m.

For CHEFOO & NEWCHANG.—
Per *Quarta*, at 9 a.m., on Sunday,
the 20th inst.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—Gulfic leaves for Australian
Ports.

RELIGIOUS SERVICES.—
ORDER OF SERVICES OF THE CHURCH OF
ENGLAND AT ST. JOHN'S CATHEDRAL.
4th Sunday in Lent.
11.30 a.m.—Matins, Litany, and Sermon.
5.45 p.m.—Evangelical and

BOWLING ANALYSIS.				
	B.	E.	M.	W.
F. H. O. Wilson,	82	32	4	5
A. K. Travers,	60	34	0	4
S. Smith,	69	41	4	1

CLUB.

A. K. Travers, G. Graham, b. Barff,	2
F. H. O. Wilson, b. Barff,	15
F. H. O. Wilson, c. b. Graham,	12
A. K. Travers, c. b. Graham,	12
S. Smith, c. b. Graham, b. Barff,	0
H. Foss, b. Barff,	13
C. E. Holworthy, b. Graham,	0
C. H. Grace, b. Barff,	0
J. W. Matthews, b. Barff,	0
A. G. Solmes, b. Graham,	0
C. N. Dickson, not out,	0
Byes,	3

Total, 63

M. D. Graham,	57	28	3	9
C. S. Barff,	55	22	3	7

LADIES' RECREATION CLUB.

A. E. Bowles, run out,	15
A. de O. Scanlan, c. b. Wilson,	8
J. H. Potts, b. Wilson,	8
M. D. Graham, b. Travers,	1
W. B. Robertson, b. Wilson,	1
G. S. Corcoran, not out,	1
Extras,	7

Total, 58

'FRAGRANT WATERS' MURMUR.

That the Report of the Chamber of Commerce shows a large amount of steady and useful work, done by the Committee and the Secretary, and it is therefore all the more surprising that so lukewarm a public interest should be taken in the doings of the Chamber as to bring together little more than a dozen residents to its annual meeting.

That there is, however, a certain representative honour in being on the Committee, and it is to be hoped that this may prove some little reward for the trouble and time expended on the work connected with the Chamber.

That it would appear as if a little too much stress had been laid upon the fact that no reply had been received from Peking to Messrs Reiss & Co.'s communication to the Chamber with regard to an attempt to charge an extra tax on certain silks coming into Hongkong through the Kowloon Pass.

That, as Mr. Stiebol remarked, his letter was merely a statement, and that no special reply from Peking seemed to be called for either to it or to the Chamber's covering despatch.

That our merchants have at least become long-suffering, if nothing else, when they have ceased to expect that any notice will be taken of their grievances.

That the tactics of Sir George Bowen, in putting an end to direct communication between the Chamber of Commerce and the British Minister at Peking, are as discreditable as they are inconceivable, and that the star thus cast on the merchants of Hongkong will not soon be forgotten.

That, at the same time, the case of Reiss & Co. was perhaps not so happy an illustration of the roundabout system as might have been found.

That Mr. Mackintosh must surely be the coming man in the Chamber, judging by the fact that he seconded three out of five propositions made at last meeting, and spoke on all the subjects introduced.

That the somewhat scrappy nature of the Chairman's opening speech was relieved by the spontaneous burst of genuine feeling by which he opposed local interference with the time-honoured custom of direct communication with Peking.

That the Chairman's tenacious need not, however, endanger the dignity of his language, and that he would much oblige by enlightening an ignorant community as to the origin of an expression he used, 'Obeying lawfully,' with its real meaning, and where he picked it up.

That in the meantime the community may be left to ponder (or 'chew the cud') over the matter, and try to feel obliged to him for the public use of a new and particularly elegant expression.

That most residents will be glad to believe that we have heard the last of the so-called 'Blockade' of Hongkong.

That most of the conditions laid down in the Memorandum of Agreement drawn up by the Optium Commissioners seem to be fair enough; but that, like all Treaties and agreements with Chinese, it must be seen that it is thoroughly and consistently carried out.

That the Optium Ordinance drafted to meet the case in this Colony is open to objection, because of the rather too free right of search given to the Optium Farmer and his agents.

That undue friction is likely to arise if the runners of the Optium Farmer are permitted to rummage around people's godowns ostensibly after opium, as the Chinese are quite 'accounting' enough to turn this power to account in ascertaining what stocks of other goods are held by individuals.

That this might mean great injury to a merchant's business.

That we are all very pleased though not surprised to learn that Mr. Justice Russell has been distinguishing himself in this opium business, for very few persons exist who comprehend the question so thoroughly as he does.

That if Mr. Russell's labours tend to bring about a permanent and satisfactory settlement of the Blockade question, it is to be hoped that his judicious will not be forgotten when honours are being handed round.

That although he has not the immediate chance of becoming a Commissioner in an

Exhibition, he need not altogether lose hope. That half a Central Market is better than none, when it is known that the other half is being transformed into a building that will be a credit to the Colony.

That the new P. & O. Office (Crosbie's Store site) will be a more sightly and more savoury neighbour than the temporary market would have been to the occupants of Praya Central.

That the community would like to know the particulars of the sale of Crosbie's Praya frontage, and of the sale of the portion of the present P. & O. Office site remaining after the Market site has been provided for.

That these particulars are calculated, I am told, to throw light upon the progress of the Colony in more ways than one.

That a deal of talk has arisen and much paper has been spoiled over the obstructions to navigation in the Canton River, but the obstructions are there still and are likely to remain.

That there are a few obstructions to navigation even in Hongkong Harbour, and the local Dock Company is obliged to buy dangerous rocks for themselves, though there is a surplus revenue derived from Light Dues here which might well be applied to improving the Harbour and access to and from the Docks.

That we have a Harbour Staff and an establishment of Royal Engineers, but apparently no one with sufficient intelligence to blow up a rock a few inches under water.

That the abolition of Coroner's Juries, now decided upon, is a sensible and a popular measure.

That the Forts are still waiting for the guns, and that other Colours seem to be as badly off as we are.

That the only grant connected with the Race-course this community are likely to have for some time to come is the worthy Clerk of the Course.

That the Jubilee Committee might have known that much, without writing any official letters.

That it is satisfactory to know that the prisoners in the Gaol have decreased in number.

That I think the raitan will do the work required of it, both in and out of Gaol, and that the necessity of a new prison will be dispensed with, despite the very strongly expressed opinion of the Secretary of State as to its desirability or urgency.

That the suggestion of the Chief Justice to form a Prisoners' Aid Society is one that would do much good if it were practicable.

That although a large number of our servants and employes may be extremely dishonest, employers do not know it until detection results.

That employers could scarcely be expected to employ persons who have been detected in dishonest practices; and that Chinese merchants and tradesmen would never trust their countrymen who have once been in Gaol.

That I have again heard rumours about the borers in the Taitan Tunnel having to make a curve to prevent them from passing each other in an opposite direction; but that I can scarcely conceive of such a possibility.

That it is much to be regretted, from a pedestrian's point of view, that the Surveyor General's Department is, apparently, totally oblivious of the existence of a road—or rather the sad remnants of a road—leading from the West end of Gaine Road to the Flagstaff at the Peak.

That it was in bygone times known as the Fifteen Hundred Dollar Road, was projected by Mr. Austin during one of his various terms of administration, and in some way or other indefinitely connected with the name of a then local Prolet.

That more than probably the Church did have something to do with its construction, as the projectors evidently indulged some vague idea as to the broad way and the straight path, and muddled matters by making the path not only narrow but also designing it very much on the model of Auld Clotie's horns, which the best authorities aver are not only 'curly but also crookit.'

That the path, if restored, would undoubtedly pass somewhat close to the sacred precincts of Mountain Lodge, but that such would scarcely be sufficient reason for depriving tax-payers, with walking prodigality, of the use of what would be an additional approach to the upper level.

That it is much to be desired that our worthy Surveyor General, who is possessed of a keen eye both for beauty and utility, combined with a strong inclination to oblige, may be induced to cast a glance in the direction indicated.

That the restoration of this Ecclesiastical Gateway would probably bring about a demand for building sites highly remunerative to the Government.

That the announcement on Monday morning last of the Manila failure was a trump card for the Bears in stocks.

That Banks of course at once fell several points, and with them dragged the pet Bear stock. Docks, although not to the same extent.

That Buxton also weakened, but for a very brief period, as they are now stronger than ever, and still tending towards the equivalent of the advance I suggested last week.

That the 'boom' of the week has again been Godown, and some parties much interested seem determined to drive them to the 50% premium for June which is being talked about.

That those who acted on this 'straight tip' of a fortnight ago should have some reason to thank BROWNIE.

THE RAISING OF THE HONGKONG 'BLOCKADE'.

Details of the agreement entered into by the Commission which sat here in June last for the purpose of evolving some system that would remove the grounds for complaints of interference by the Canton Customs Revenue Officers with the junk trade of the Colony and at the same time enable the Chinese Government to protect the revenues without prejudice to the interests of the Colony, having been published, it is now possible to discuss the pros and cons of the agreement with some degree of certainty. On the face of it, the agreement seems as equitable as can well be expected under the circumstances, and Mr. Justice Russell is to be congratulated on having formulated a scheme which seems as comprehensive as it is equitable.

This question of the Blockade of Hongkong is one that has vexed the administrators of Hongkong and Her Majesty's Ministers to Peking almost since the Colony was founded, and every attempt to solve the difficulty has hitherto failed. Had the system been established for the suppression of what might be termed veritable smuggling, that is, the attempting to evade duties altogether, there would have been ample justification for the Chinese Government preserving a strict and impartial blockade of our Colony; but as a matter of fact, it was made the means of the most illegal and unjust taxation, the extent of which was as a rule solely dependent on the rapaciousness of the petty mandarins in charge of the Blockading gunboats, or, in later days, of those in charge of the nearest customs stations to the Island.

Time after time, application was made by the Colonial Government for some fixed tariff of dues, but the difficulty of knowing who was responsible for their imposition, whether the Hoppo, the Lekin Board, or the Viceroy, always proved insuperable. The establishment of the Customs stations at the Cap-Sing Mun Ly-eo Man and the other stations round about, due to the suggestion of Sir Brooke Robinson, the British Consul at Canton, was the first attempt to settle the difficulty; but it was soon found that the remedy was as bad if not worse than the disease. No other scheme, though many were propounded, found approval; and it was therefore the duty of the Hongkong Commissioner to stipulate on behalf of the Colony that this blockade and irregular taxation be abolished.

This was done, and the result was provided for in Clause 5 of the conditions which were submitted by Mr. Russell as the terms on which the Government of Hongkong would consent to exercise a certain amount of surveillance over the junk trade, and to provide that junk trading between China and Hongkong, and their cargoes, should not be subject to any duties or taxes in excess of those leviable on junks and their cargoes, trading between Chinese ports and Macao, and that no dues whatsoever should be demanded from junks coming to Hongkong from ports in China, or proceeding from Hongkong to ports in China, over and above the dues paid or payable at the ports of departure and destination.

It was, however, provided that the port will therefore in future be practically as it has been always nominally free, and this is a clear gain to the Colony which should prove highly advantageous and be approved of by foreigners and natives alike. Complaints of the violation of these stipulations will be investigated and settled by the officer of the Foreign Inspectorate at Kowloon, and if the Governor of Hongkong think fit, an officer of the Hongkong Government may assist in the investigation and decide the order that the Colony may reap the full benefit of these provisions, the local Government should avoid every means at their command for making their purported effect fully known to the junk-owners who frequent the port and to the merchants who carry on business in native vessels. Every complaint should be carefully enquired into, also, and a decision given which will render it evident to the junk men that their own officials have no right to impose any taxation on goods in transit, or any other duties on a way wholly inoffensive to the Chinese Government, or without any display of a spirit of hostility. Something of the kind is absolutely necessary, at least at the beginning, to overcome the inherent fear the Chinese have of the main class, and also to show the latter that they are responsible to a different class of tribunal than they have been accustomed to.

The effect of the removal of the blockade on the general trade of the Colony is bound to be most beneficial, and it is almost certain to lead to a large increase in the business done with the riverine districts of Southern China. As far as the opium traffic is concerned, we are hopeful that the Colony is likely to reap a considerable increase of revenue from the new arrangements. It is suggested by N. C. Herald, which seems to have got hold of the basis of the agreement before its publication here, that a considerable part will be diverted altogether from Hongkong and landed by junks at subsequent places on the coast. There are hundreds of small officials, it says, who for a small consideration would shut their eyes to the most gigantic schemes of smuggling on the coast and rivers, just as they do to the organized and open smuggling of immense quantities of native drugs all over the country. It is conceivable that a certain amount of smuggling will be carried on, under the new conditions, possibly a little more than took place before the introduction of the additional stipulations; but we scarcely think that any amount of smuggling will be carried on to the extent to which it was carried on before the introduction of the new conditions.

Under any circumstances, the agreement should prove advantageous to China.

THE CHINESE CALENDAR.

QUESTIONS.

Professor S. M. Russell, professor of astronomy and mathematics at the Tung-shing College, Peking, settles once and for all the Chinese Calendar controversy, at least he gives conclusive evidence that the calendar authorized by the Astronomical Board and copied by the *Daily Press*, Messrs Noronha and others, is astronomically incorrect. Writing to the *N. Y. D. News* he says:—

Sir,—In reference to the remarks made in your columns, concerning the length of the second month of this year, permit me to say that the 'Ten thousand year calendar' which was calculated for the meridian of Peking is quite correct in making the 2nd month contain twenty-nine days, and the 3rd month thirty days.

The new moon in question falls on March 24th at 4h. 24' Greenwich mean time, i.e. at 11h. 42' 34" Peking mean time, or at 11h. 55' 39" Peking mean time, or at 11h. 49' p.m. apparent time. As therefore at Peking the new moon falls before midnight, March 24th should be the 1st day of the 2nd month, and the 2nd month should only contain twenty-nine days.

At Shanghai the new moon falls after midnight, but for China, the meridian of Peking is the standard meridian. As in London, so in Peking, the Chinese calendar did not at all follow the 'Ten thousand year calendar' in their calculations. It would be better in the future for 'Anglo-Chinese' calendars to follow the order of the days, etc., as given by the Chinese native calendar, though wrong for the sake of convenience.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

The following is the report for presentation to the shareholders of the China and Manila Steamship Company, Limited, at the fourth ordinary general meeting to be held at the office of the General Managers on Tuesday, 22nd March, 1887, at 3.30 p.m.

We have now to submit to shareholders the annexed statement of Accounts of the Company made up to 31st December 1886.

After paying running expenses, remuneration of Consulting Committee, Auditors' fees, interest, etc., and including the debit balance of £24,205.1 from the 1st January 1886, there remains at debit of Profit and Loss £53,504.99. This amount also covers the loss of £48,500 on the S. S. *Amatista*, which, with the approval of shareholders was sold in September for \$95,000.

S. S. *Amatista* was laid up for repairs at the beginning of last year, and her earnings have been affected thereby to some extent.

S. S. *Diamante* and *Zeyra* have been running constantly and the result of their earnings is as follows:—

Consulting Committee—Messrs. H. I. Daley and F. D. Sassoon being absent, Mr. J. S. Moses and the Honorable O. P. Chatter were invited to join the Board. Messrs. F. D. Sassoon, J. S. Moses, and O. P. Chatter were invited to join the Board. Articles of Association but offer themselves for re-election.

Auditors—The Accounts have been audited by Messrs. T. Arnold and J. H. Cox, who are eligible for re-election.

General Managers.

Hongkong, 17th March, 1887.

THE NEW OPIUM ORDINANCE.

The following is the text of the bill entitled 'An Ordinance for the better regulating of trade in Opium' read a first time at the meeting of the Legislative Council yesterday afternoon.

Whereas it is expedient to regulate and control the movement of Raw Opium within the Colony and waters thereof; Be it enacted by the Governor of Hongkong, with the advice of the Legislative Council that the following Ordinance doth enact, enact, and give effect to the same.

1.—This Ordinance and the Opium Ordinance of 1884, hereinafter called the principal Ordinances, shall be construed together as one Ordinance to be called *The Opium Ordinance 1884 and 1886*.

2.—Every person who shall have in his possession, custody, or control, or who shall be found with, or who shall be found carrying, or who shall be found conveying, or who shall be found depositing, or who shall be found receiving, or who shall be found delivering, or who shall be found taking, or who shall be found sending, or who shall be found bringing, or who shall be found carrying, or who shall be found conveying, or who shall be found depositing, or who shall be found receiving, or who shall be found delivering, or who shall be found taking, or who shall be found sending, or who shall be found bringing, or who shall be found carrying, or who shall be found conveying, or who shall be found depositing, or who shall be found receiving, or who shall be found delivering, or who shall be found taking, or who shall be found sending, or who shall be found bringing, or who shall be found carrying, or who shall be found conveying, or who shall be found depositing, or who shall be found 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